

## Wilson Seeks Aid for War Power Bill

### Plans to Convince Congress Leaders Their Blanket Authority Is Needed

## No Radical Move Is Contemplated

### President Surprised at Opposition; Believes Measure Red Tape Short Cut

By C. W. Gilbert

WASHINGTON, Feb. 9.—President Wilson will begin next week to call the White House members of Congress Republicans and Democrats alike and explain his reorganization bill. It is said that he realizes the "unfortunate impression" created by his sending the bill into the Senate without explanation and is to go about correcting it. He does not regard his bill as at all radical, and was surprised at the storm it created. He does not intend to do anything radical with the authority that will be his if it is passed. He means to let Congress know this, and when Congress does know it is expected that Congress will pass the bill.

The bill does not give the President any new powers, only authority to rearrange the distribution of powers already existing in a more logical and efficient manner. For example, there is the Director General of Railroads and the Interstate Commerce Commission, also by law having certain powers over railroads. Should some of the commission's authority go to Mr. McAdoo? Should the commission itself be put under McAdoo for the period of the war?

### Wants Authority To Cut Red Tape

There are a thousand such questions, of which these are the leading ones. There is, besides, much red tape about the way things are done—red tape established by law. The President wants authority to do away with this red tape by a stroke of the pen. It would not be possible to go to Congress each time one of these detailed changes in organization is required. That would be a cumbersome and impracticable method. Therefore the President wants blanket authority.

There are two theories of reorganization held here: one concerns a reorganization at the center, the other a reorganization in the periphery. One has to do with the substance of the government, the other with its details. Mr. Wilson, like Mr. Baker, believes it is enough to improve the details. If you accept this view the War Department has gone wrong, so far as it is concerned, because a blueprint of its bureau, showing the better method of doing things, has been extended too far laterally and not far enough perpendicularly.

One of these charts, which may be seen everywhere in these days of proposed reorganizations, looks like a genealogical tree upside down.

The old War Department was all in the second generation. The newly arranged War Department has more generations. A bureau is now two or three removes from the Secretary, where formerly it was one remove. And all bureaus are grouped together "functionally" under common heads. Besides this there is a new personnel, a better personnel. It is a better, more efficient, more energetic, more vigorous new blood in it.

### Some Want "Diagrams"; Others, New Leaders

Those who hold to the opinion that what is the matter here is solely that there have been too many changes and Crozier's think that a "functional" reorganization like this one, accompanied by lovelier and more convincing diagrams and by an improved method of subordinate positions, will serve to make us efficient. Others, such as Senators Chamberlain, Hitchcock, Wadsworth and Weeks, believe that while there is trouble at the top there is greater and more serious trouble at the bottom. They believe that the country has not yet developed a proper working executive, and that the strain of conducting a great war, which may be—it is likely he will be—permitted, even encouraged, to remodel the details of the government. And then if his "functional" scheme fails, with all its symmetrical blueprints, the eye of the nation cannot fail to be directed to reform at the top.

The need of a centralized organization is becoming apparent to business men. The War Industries Board has broken down. Howard Coffin told the Chamberlain committee that no attention was being paid to the efforts of this board to protect the industrial organization of the country from the shock of an irregular and unplanned conversion to war work.

### Goethals After Results In Most Direct Way

From a well informed source I learn that the strengthening of the purchasing departments of the army has weakened the influence of the War Industries Board. General Goethals and Colonel McKeown are men accustomed to seeking results in the most direct way. It is said by persons in contact with the War Industries Board that both of them, in their zeal to make a record, were adopting more and more the attitude of Admiral McGowan, the purchaser of the navy, who has gone out into the market to buy, with little regard for the wants of other competing departments of the government.

The result is that the congestion of war orders in certain sections of the country has been increased. One member of the Administration who is familiar with the industrial situation used these words in describing the consequences: "The industries of the country are being ravaged." He predicted serious industrial consequences.

### Germans Off U. S. Payroll

The United States government heretofore has been paying regular salaries to commissioned officers of Germany who have been held as prisoners of war. The German government, however, has failed to express any appreciation of this, or to reciprocate, and now the pay of these commissioned officers has been cut off. The German officers detained as prisoners in the United States, who will no longer receive their pay envelopes, should understand that the attitude of their own government is responsible for this. But whether or not they will understand it is another question.—Christian Science Monitor.

## Minotto Case Nears End

### Final Decision on Alien Enemy Charge Expected This Week

WASHINGTON, Feb. 9.—The case of Count Jans Minotto, son-in-law of Louis F. Swift, the Chicago racketeer, reached Assistant Secretary of Labor Post today in a voluminous record of the Immigration Bureau's investigation of charges that Minotto was an enemy alien. It could not be learned whether any recommendation accompanied the record. Mr. Post probably will render a decision next week which will release the count from the bail on which he is now at liberty, or will cause his imprisonment or deportation.

At least three departments of the government have been interested actively in the case. Taking of testimony was concluded in Chicago some weeks ago, but submission of some of the evidence to the State Department and to the Department of Justice delayed final consideration in the Department of Labor.

Count Minotto claims to be a citizen of Italy. He lived in Berlin for many years and for a time represented German banking interests in New York.

## Government Plan To Conscript Ships Ready This Month

### First Step Will Be To License All Exports and Imports

WASHINGTON, Feb. 9.—Plans for reducing the country's less essential foreign trade to release ships for the transport of troops and supplies to Europe will be completed within a few days, and President Wilson's proclamation putting all exports and imports under license as a preliminary step will be issued probably February 18.

The programme, it is understood, calls for a considerable enlargement of the War Trade Board and its functions and contemplates a larger representation on the board of other government departments. The Allies, too, probably will be given representation in some manner.

The countries fighting Germany are preparing to put their ships, in so far as possible, directly to war uses, eliminating services which cannot be regarded as essential to the shipping board, which originated the plan, and reducing exports and imports, to-day created a division of planning and statistics, with E. E. Gay, of Harvard, at its head. This division will work with the War Trade Board in determining what imports and exports can be reduced or eliminated.

The division, said a Shipping Board statement, "will keep daily record of the movement of ships and will plan voyage schedules; it will obtain from available figures and through business men who advise it, the details of every branch of our trade knowledge of all commodities imported, substitutes and possible sources of supply, and relation to the prosperity of other nations."

### No Standard Recipe For "Victory" Bread

The food administration will not prescribe a standard recipe for "Victory" bread made by bakers, public eating houses or by private households, it was announced in Washington yesterday.

The only requirements are that bread must contain not more than 80 per cent of wheat, and that it must be 20 per cent of corn, or rice, or potato, or any other cereals recommended by the food administration.

Each hotel, restaurant and other public eating place will be permitted to serve its own variety of "Victory" bread, if it conforms to the ruling requiring a 20 per cent saving of wheat. The administration also announced that dealers in cold storage during the period of shortage of no product is ruled, however, that no cheese may be kept in storage after the next production season opens.

Thirty days' suspension of their licenses to sell wheat at wholesale and the punishment meted out by the Food Board yesterday to two dealers in Amsterdam, N. Y., after they had been found guilty of selling sugar at prices in excess of the maximum of 85 cents a pound fixed by law. The dealers—David Strauss and Moses Neuburger—were accused of having sold sugar to merchants in more than twenty towns and cities at prices ranging from 9 to 12 cents. The men professed ignorance of the food laws, but other dealers in Amsterdam said they were aware of the limitation set by the food administration.

### House Passes Bill Extending Time Limit on War Insurance

WASHINGTON, Feb. 9.—The House today passed the Senate resolution extending from February 12 to next April 12 the time within which soldiers and sailors may file applications for war risk insurance.

Chairman Sims, of the Interstate Commerce Committee, in urging the resolution, explained that it was necessary because of the time required for communication between Washington and the American expeditionary forces.

### Cincinnati Schools Exclude German After June 1

CINCINNATI, Feb. 9.—Following a recommendation by Superintendent Condon, of the public schools, the local Board of Education today adopted a resolution excluding German from being taught in the Cincinnati schools after June 1.

Superintendent Condon stated that the German classes had decreased in size to such an extent that he desired only a very small fraction of the number of pupils in the schools would take German next year, and therefore advocated that it be discontinued.

### Junior Naval Reserve After Sustaining Fund

After two years of steadily increasing activity, the United States Junior Naval Reserve will carry on during the coming week a short but energetic campaign for a permanent sustaining fund. As a preliminary move, officers of the Reserve have sent out through the country millions of small folders containing the activities of the Reserve since it was first founded.

Since its inception, the pamphlet points out, the reserve has enrolled more than 8,000 boys, and now has three waterside camps. It is now proposed to increase the membership and at least double the number of camps.

## Money Wasted At Hog Island Says Expert

### Millions Spent Recklessly in Building Ship Plant, Engineer Testifies

### Thousands of Cars Allowed to Pile Up

### Overcharges and Contractors' Press Agents Paid by the Government

WASHINGTON, Feb. 9.—Millions of dollars of the government's money were wasted in the construction of the Hog Island shipyard by the American International Corporation, John W. Towle, an Omaha civil engineer who was sent to Hog Island to supervise the construction of the yard by the Emergency Fleet Corporation, told the Senate Commerce Committee today.

A liberal contribution to the car shortage which helped tie up the railroads, he said, was the impossibility of unloading thousands of cars which piled up at Hog Island. That these cars should have been allowed to pile up was entirely due, Mr. Towle said, to lack of forethought and preparedness by officials of the American International Corporation. He had suggested places for storage, he said, but no official of the corporation would listen to him.

"Did the Shipping Board direct that some remedy be applied?" demanded Senator Nelson, of Minnesota, at this point.

"That was not the policy of the Shipping Board," said Mr. Towle.

"What was the policy?" inquired Senator Johnson, of California.

"Interference Not Desired," said Mr. Towle. "The American International Corporation took the responsibility for having the yard completed in time to start the shipbuilding schedule," he said. "The Emergency Fleet Corporation took the position that it should not interfere with the contractors."

Mr. Towle added, however, that the contract itself said the Emergency Fleet Corporation should supervise the construction of the plant.

"The American International did as it pleased, then?" asked Senator Jones, of Washington.

"Yes, more or less," Mr. Towle replied.

He admitted, in response to questions from Senator Nelson, that the Emergency Fleet Corporation had the right to take away the contract if it wished. He said the policy of "hands off" had now been changed, and Admiral Bowles had been sent up virtually to take charge of the construction of the yard. Mr. Towle said his position at the yard was that of an unfriendly critic and that he became very unpopular with officials of the company.

"As a matter of fact," interposed Senator Johnson, "all the Emergency Fleet Corporation did to correct this condition was to expostulate with the American International Corporation."

"Yes," said Mr. Towle, adding that the Emergency Fleet Corporation had advanced to three times the normal price and that the government had been overcharged on some of its supplies, notably lumber. On some of the work which was done at the yard, he said, the price paid was from \$15 to \$18 more a thousand feet than the wholesale prices prevailing at the time.

Senator Sam C. Parker, of Ohio, asked Mr. Towle to see any instances of patriotic desire on the part of any one to assist the government?" inquired Senator Vandaman.

"Very, very seldom," said Towle.

"There seems to have been a reckless prodigality of government funds," suggested Senator Vandaman.

"That is my idea," said Mr. Towle. "I also said the West Coast lumbermen had held up the government from \$6 to \$10 more a thousand feet than the normal price. He said they had representatives in Washington, in the War Bureau."

Cranes, he said, which normally cost from \$7,000 to \$8,000, were sold to the American International Corporation—some of them for \$10,000 to \$12,000. "Everybody with anything to sell shot up the prices," he said.

He also told of the hiring of three press agents by the company with the bills being paid by the government at \$10,000, \$7,500 and \$6,000 a year respectively. He said these were retained because the newspapers were not giving publicity "of the right kind" to the project.

Another witness, Francis H. Bohlen, professor of law at the University of Pennsylvania, told of negotiations for the sale of the property.

The committee plans to resume its hearings Monday, when Samuel Gompers, president of the American Federation of Labor, will appear at his hearing to testify on the question of conditions affecting union labor at the various shipyards.

Chairman Hurley to-day did not take seriously the testimony before the Senate Commerce Committee alleging serious waste in the construction of the government yard at Hog Island. That was brought out some time ago, Chairman Hurley stated, and the Shipping Board dispatched Admiral Bowles to Philadelphia, to take charge of the situation.

Regarding the alleged necessity of extensive dredging operations at the Bristol and other yards to move vessels from the ways to deep water, the chairman of the Shipping Board stated that he believed the situation had been exaggerated. Some dredging would have to be done at the Bristol yard and some of the other yards, he admitted, but the matter was not a serious one, he said, nor one overlooked by the Fleet Corporation.

### 2,000 Striking Longshoremen To Return Pending Mediation

Two thousand longshoremen, who have been on strike for the last fortnight on the Southern Pacific steamship piers, voted yesterday to return to work to-morrow morning, pending the mediation of the Federal board of adjustment of the United States Shipping Board.

Before going on strike the men had been receiving 45 cents an hour for regular work, 55 cents for overtime and 75 cents for Sunday and holiday work. They demanded for the same work 50 cents, 75 cents and \$1.

### House Passes Diplomatic Bill

WASHINGTON, Feb. 9.—The House today passed the diplomatic and consular appropriation bill, carrying \$8,066,000.

## Baker Urges Skilled Mechanics To Enroll at Shipbuilding Yards

### Number of Men We Can Place in France Depends on Transports, Says Secretary—Labor Alone Needed to Build Necessary Vessels

[Staff Correspondence]

WASHINGTON, Feb. 9.—"The number of men that we can place and maintain in France will depend upon the number of ships available for their transport and their supplies," Secretary of War Baker said today, in an appeal to friends and relatives of soldiers to do all in their power to aid the Shipping Board's effort to obtain shipyard workers. The Secretary said:

"We learn from the Shipping Board that the yards are ready, that the materials have been collected and the ways built. We learn, also, that the yards are working one shift of eight hours during six days a week when they should be working seven days a week and twenty-four hours each day. This lack of the necessary skill and spirit in the yards may retard the movements of our troops overseas."

"For this reason, I want to ask the friends and families of the men in our National Army to lend their support in every way to the Shipping Board, to the end that the necessary efficient States shipyard volunteers may be obtained through Home Defense committee chairmen."

## Hurley to Divide Country Into 6 Ship Production Zones

### Reorganization of Fleet Corporation Grants Large Powers to 6 Directors

[Staff Correspondence]

WASHINGTON, Feb. 9.—Chairman Hurley of the Shipping Board today announced a reorganization of the Emergency Fleet Corporation, decentralizing authority over the production phase of the shipping program and granting large powers to six "zone directors" yet to be named.

The new plan is credited to Charles Piez, president of the Fleet Corporation, who is now working out the details of the reorganization in conference with a committee of the Atlantic Coast Shipbuilders' Association, composed of Homer L. Ferguson, president of the Newport News Shipbuilding Company; Joseph W. Powell, manager of the Fore River Works, in Quincy, Mass.; J. A. Kneeland, of the New York Shipbuilding Company; Wallace Downey, of the Downey Shipbuilding Company; and H. W. Hand, of the Cramps Works, in Philadelphia.

Under the new order the country will be divided into six production zones, two on the Pacific Coast—one in the Great Lakes area, and three on the Atlantic seaboard. Chairman Hurley declined to make public to-day the names of the men who will take charge of the various production zones. Explaining the necessity for a decentralization of authority over the production, Chairman Hurley said:

"With 132 yards in all sections of the country concentrating the efforts of a compact and complete organization in each zone should produce a greater degree of efficiency and a more rapid development in the work of shipbuilding."

Admiral Harris, who succeeded Admiral Capps as general manager of the Emergency Fleet Corporation, insisted on the immediate inauguration of this decentralization policy some months ago. The construction situation had not developed sufficiently at that time, however, officials of the Shipping Board declined to point to the necessity of the move, and Admiral Harris' unwillingness to compromise led to his relief as head of the Fleet Corporation.

One of the points on which Admiral Harris was particularly insistent was the opening of an administrative branch of the Shipping Board in Philadelphia. This transpired some weeks ago, when the Shipping Board promoted Admiral Francis H. Bowles to the assistant manager of the Fleet Corporation and sent him to Philadelphia to organize a branch office and to have general supervision of the work at the Hog Island, Bristol and Newark Bay government yards.

### Witness in Rag Deal Retires From Army

WASHINGTON, Feb. 9.—Captain A. E. Perless, of New York, a member of the Officers' Reserve Corps, who recently testified before the Senate Military Affairs Committee in the investigation of the base sorting plant in New York, has been honorably discharged, at his own request, from the army. The announcement of this by the War Department to-day contained no intimation that Captain Perless's discharge was in any way connected with the inquiry, however.

Captain Perless was assigned to the quartermaster's department. Before his retirement he had been relieved of active duties. It is said he will return to business in New York.

In his testimony before the Senate committee Captain Perless said that the government's contract with the Base Sorting Company would yield the firm annual profits of \$500,000. Another contract for the sorting of discarded army clothing he estimated would give profits of more than \$250,000 a year. The company, it was said, had only \$10,000 capital.

Following a statement by Quartermaster General Sharpe that the contract given to the company would net \$500,000 a year, the War Department cancelled it. In the mean time the inquiry had brought out the fact that a brother of Samuel Kaplan, member of the committee of the Council of National Defense, was at the contract, was financially interested in the Base Sorting Company.

The chairman of the committee, Charles Eisenman, was acquitted of any improper motives in letting the contract to the Kaplan interests, however, and the sorting company supplied an itemized statement to prove that the plant had made no profit out of the contract. Mr. Eisenman was upheld by Major General Goethals.

### War Department Asks \$11,295,000 More

WASHINGTON, Feb. 9.—While the House Appropriations Committee was putting the finishing touches to-day on a \$100,000,000 year-end War Department appropriation bill for the army and navy, it received an additional request from the War Department for an immediate appropriation of \$11,295,000.

Of this sum, \$6,000,000 is for manufacturing, repairing, and equipping arms; \$5,000,000 for terminal storage facilities, and small sums for building improvements at the Watertown and Rock Island arsenals.

### Rich Fur-trimmed Wraps

For Afternoon and Evening wear—of rich chiffon velvet trimmed with mole, seal, nutria, kolinsky and other fashionable pelts—

formerly \$125 to \$225

At \$50—\$75

### Street and Motor Coats

Rich, soft materials developed in fashionable models luxuriously trimmed with such furs as mole, beaver, seal, wolf, fox, etc.—

formerly \$125 to \$195

At \$65—\$95—\$125

### High-Quality Furs at Absurdly Low Prices

\$22,000 RUSSIAN SABLE WRAP.....\$15,000

\$20,000 CHINCHILLA WRAP.....\$12,500

\$3,500 DARK EASTERN MINK WRAP.....\$2,250

\$2,500 MINK DOLMAN CAPE.....\$1,350

\$2,000 BROADTAIL COAT, MINK TRIM.....\$1,250

\$975 CARACUL DOLMAN CAPE.....\$700

\$950 MOLE CAPE.....\$700

\$950 BROADTAIL & HUDSON SEAL COAT.....\$700

\$775 CARACUL COAT.....\$600

COATS—Of Hudson Seal—Caracul—Nutria—Mole and Broadtail.

Formerly \$350—\$450—\$750 to \$2,000.

At \$225—\$350—\$425 to \$1,250

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## Navy in Excellent Shape, Declares House Republican

### Representative Hicks, of Investigating Committee, Praises Daniels's Work

### Red Tape Eliminated

Personnel Has Expanded 300 Per Cent Since 1914, He Says

Representative Frederick C. Hicks, a Republican member of the House Naval Affairs Committee, told members of the Republican Club here at a lunch yesterday that the Navy Department was "functioning well and doing splendid work."

"I cannot speak for the War Department," said Representative Hicks. "Senator Chamberlain is familiar with that branch of the nation's war machinery, and he has made some serious criticism. I refer you to it. But I can speak for the navy. The navy is prepared. It is in splendid shape. The men under its supervision are perfectly equipped, boats are completely offered and manned. The navy's progress has been remarkable since we entered the war."

"I was a member of the House navy investigating committee, which for three weeks last month devoted considerable time to looking into every phase of the department's activities. We left nothing untaken. We summoned all the chief officials and innumerable minor ones."

"We found that the work of the department was speeding along, unimpeded by red tape. All the various bureaus are thoroughly coordinated and working in entire harmony."

"The navy has risen right up to this emergency. There are in foreign waters at this moment a few capital ships and a large number of destroyers, the first of which reached the other side on May 4 last. We have sent abroad a fleet of yachts and other small vessels for patrol service, manned, armed and equipped by the American navy."

"We have placed many hundreds of gunners on our own armed merchant ships, supplying both the crews and the guns. We have equipped with guns a large number of the merchant ships of our allies and are ready to send to the battle fronts ordnance supplies that

### Attack on Italian Ship

LONDON, Feb. 9.—The Spanish Minister of Marine was asked for information regarding the torpedoing of the Italian steamship Duca di Genova with 7,893 tons gross, has also been torpedoed. It is reported the vessel was sunk only a mile off Murviedro Beach.

### Madrid in Protest on

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### Final Clear-a-way

Small Groups of remaining Winter Apparel are scheduled for absolute clearance—at new low prices for this week.

### Handsome Gowns & Dresses

For Street—Afternoon—Reception and Evening wear—

formerly \$125 to \$225

At \$50—\$75

### Rich Fur-trimmed Wraps

For Afternoon and Evening wear—of rich chiffon velvet trimmed with mole, seal, nutria, kolinsky and other fashionable pelts—

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will be of greatest use. The navy has manned and is now operating a large number of ships turned over by the Shipping Board.

### Personnel Expanded 300 Per Cent

"Expansion of personnel since the beginning of the war has been over 300 per cent, and in round numbers there are in the navy service to-day 300,000 men. The training facilities have been increased from a capacity of 6,000 enlisted men a year to a present capacity of 143,000 men. The building programme of destroyers, submarine chasers and other small vessels has been tremendously increased. The American people have no reason to feel anything but proud of what the navy has done."

Representative Hicks was one of the

group of Congressmen who late last year visited the theatre of war. Commenting on what he saw among Pershing's men in France, he said:

"I found the men happy and contented. Many were not housed as they should be, but they were not complaining. In many villages where the men were stationed there was not enough lumber for building the various barracks and buildings needed. Hence, in some instances, the men were badly overcrowded."

"But, as far as food and general supplies go, I thought conditions were excellent."